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THURSDAY, JUNE 29 1911. 四年四月九日英港

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SPECIAL TELEGRAMS.

THE SEAMEN'S STRIKE.

RIOTING AT HULL.

[THE "TELEGRAPH" CORRESPONDENT.]
London, June 28, 8.25 p.m.
At Liverpool the shipping trade is paralysed owing to four thousand dockers having joined the strikers.

There has been rioting at Hull and the military have been summoned.

Mr. G. R. Askwith, Comptroller General of the Labour Department of the Board of Trade, has intervened. At a conference of owners the granting of an increase was recommended but the companies were urged to decline to recognise the Seamen's and Firemen's Union.

FLIGHT OVER NIAGARA.

[THE "TELEGRAPH" CORRESPONDENT.]
London, June 28, 8.25 p.m.
An aviator has made a successful flight over Niagara Falls.

THE PROUDLOCK CASE.

APPEAL WITHDRAWN.

[THE "TELEGRAPH" CORRESPONDENT.]
Singapore, June 29, 1 p.m.
Mrs. Proudlock (who was convicted of the murder of Mr. Steward in Selangor and sentenced to death) is unable to bear the suspense consequent upon her sentence and has written to her lawyer withdrawing her appeal, trusting to the Sultan to take pity upon her in her sufferings, and thanking the public for the sympathy they have shown to her.

It had been decided to invite public subscriptions to defray the costs of an appeal in the Proudlock case, and it was hoped that the sum obtained would be sufficient to secure the best legal advice available. Over £200 was subscribed, as soon as the fund was opened. The ladies of Penang, at a meeting held at the Assembly, resolved to cable the King asking for a pardon for Mrs. Proudlock. The wire added:—"We believe from the evidence given in court that Mrs. Proudlock received great provocation and acted as she did only for the protection of her honour."

THE AUSTRALIAN NAVY.

ACTIVE PREPARATIONS.

[THE "INDEPENDENT NEWS" AGENT.]
Tokyo, June 29.
Preparations are in active progress in Sydney for the formation of the new Australian Navy. A call for eight hundred sailors will be published next month. Candidates for the Navy will be accepted from the Army.

TOGO AT NAVAL REVIEW.

SPECIALLY HONoured.

[THE "INDEPENDENT NEWS" AGENT.]
Tokyo, June 29.
A naval review by being a guest upon the warship on which H.M. King George embarked with the Prince of the Blood and other royalties representing foreign Powers,

REUTER'S TELEGRAMS.

POLITICS IN FRANCE.

NEW CABINET.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 1.50 p.m.
The formation of the now French Cabinet in succession to that of M. Monis, resigned, has been completed. M. Cruppi is appointed Minister of Justice; M. Desolles, Prefect of the Seine and Minister for Foreign Affairs; M. Messimy, a civilian, Minister for War; and M. Lebrun, Minister for the Colonies.

FESTIVAL OF EMPIRE.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 1.50 p.m.
Eight hundred Japanese sailors visited the Festival of Empire.

THE SHIPPING STRIKE.

[SERVICE TO THE "TELEGRAPH."] CONFERENCE OF OWNERS.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 8.40 a.m.

A conference of British shipowners will be held to-day to consider a proposal to fix a standard wage.

AT LIVERPOOL.

At a meeting of shipowners in Liverpool yesterday, it was agreed that each shipping company should exercise freedom of action as to granting or refusing the concession demanded by the seamen on strike.

Subsequently seven lines arranged a settlement with their men. Others are expected to follow suit, thus terminating the strike on the Mersey.

PORT OF LONDON.

Mr. Havelock Wilcox, the leader of the Seamen's Union, announces that nearly every shipping company in London has arrived at a settlement with the strikers.

SITUATION AT HULL.

The situation is the most serious at Hull, where the railwaymen threaten to strike to-day in support of the seamen.

REUTER'S TELEGRAMS.

14,000 IDLE AT LIVERPOOL AND MANCHESTER.

London, June 29, 1.20 a.m.

The strike has developed seriously at Liverpool and Manchester, where there are now 14,000 men idle.

SHIPPING IS AT A STANDSTILL.

At a conference of one hundred shipowners of the United Kingdom it was decided that a moderate increase of wages might be granted at certain ports in view of the present trade conditions.

The conference recommended the Shipowners' Association to fix a standard rate of wages for the respective districts and advised the Shipping Federation to extend its functions so as to cover wages disputes.

It was unanimously decided to oppose the demands of the men for a recognition, by the owners, of the Seamen's and Firemen's Unions.

PELAGIC SEALING.

[SERVICE TO THE "TELEGRAPH."] INTERNATIONAL TERMS.

London, June 28, 11.30 p.m.
The "Times" correspondent at Washington announces that as the result of the conference at Washington of representatives of Britain, Russia, United States and Japan, it has been arranged to suspend pelagic sealing in the Northern Pacific for fifteen years.

Canada and Japan will receive as compensation a share of the yearly dole of skins from America and Russia, both of whom pledge for that purpose thirty per cent. of their respective catches.

In order to counteract poaching the contracting Powers agree not to admit into their respective countries skins of unknown origin.

The Governments of China, Mexico, Chile and other countries will be approached with a view to the prevention of the use of their flags on the high seas by seal poachers.

REUTER'S TELEGRAMS.

ARBITRATION IN CHINA.

U.S. AND BRITAIN.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 11.50 a.m.
Great Britain's reply to President Taft's arbitration proposals has been received at Washington.

Hopes are expressed that the Treaty will be submitted in the present session of the United States Senate.

MILITARY COLLEGE.

OPENED IN AUSTRALIA.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 1.50 a.m.

Australia's new Military College, erected under the scheme of Australian defence, has been opened at Duntroon, near Sydney, by the Earl of Dudley, Governor General of the Commonwealth.

Lord Dudley, in his speech at the opening ceremony, said he was glad that New Zealand was sending her military cadets to the

Duntroon College, as the friendships thus formed would lead to a closer bond between those two

sentinels of the Empire in the

South Seas.

[Duntroon, the site of the new Military College, is one of the oldest homesteads in the neighbourhood of Sydney and lies amidst a tract of beautiful country.

The College is to be conducted upon the lines of West Point, the United States Military College on the Hudson, near New York, as was suggested by Lord Kitchener in his report on Australian defences.]

NEW POSTAGE STAMPS.

TO BE IMPROVED.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 9.30 p.m.

In the House of Commons at question time, the Right Hon. H. L. Samuel, Postmaster General, said he was disappointed that the new postage stamps had not been more successful. He hoped that there would be an improvement

in the printing when the new contractors were more experienced and less pressed.

REUTER'S TELEGRAMS.

HOME POLITICS.

THE PRIZE BILL.

[SERVICE TO THE "TELEGRAPH."] London, June 29, 12.5 a.m.
In the House of Commons, Mr. McKinnon Wood, on the motion

for the second reading of the Prize Bill, emphasised the support given by the Colonial Premiers to the Declaration of London. General Botha, he said, viewed the matter

from the South African standpoint. He pointed out that these agreements would improve the position of South Africa in the event of war, especially the abandonment of the doctrine of continuous voyage.

The agreement, Mr. Wood continued, removed uncertainties under which British commerce

was the worst sufferer, and it in no wise weakened our naval efficiency as a belligerent, either as regards blockading or otherwise.

It created no dangers which did not exist now and it lessened the existing risks. A refusal to ratify the declaration would be attended by the risk of food being declared absolute contraband.

The Declaration of London, he said in conclusion, was not to be regarded as a substitute for the Navy. We must still depend upon a strong Navy for our safety.

Right Hon. Sir R. B. Finlay (Conservative) commenting upon the constitution of the proposed

Prize Court, on which Great Britain was to have only one member out of sixteen, whilst the United

States and Japan were to nominate seven members, characterised the arrangement as outrageous.

The Government, he contended, had made a complete surrender of British principles on the questions of contraband and the destruction of neutral vessels.

Though they had the support of America and Japan, the ratification of the Declaration of London would be a national calamity.

REUTER'S TELEGRAMS.

POLITICAL FEELING IN THE COUNTRY.

THE PRIZE BILL.

[SERVICE TO THE "TELEGRAPH."] London, June 29, 11.30 p.m.
In consequence of the attitude

of the House of Lords towards the Veto Bill, Liberal members of Parliament who had been contemplating paying visits abroad have been warned by the Party Whips not to leave the country.

The state of suspense in political circles is described as more intense now than in the autumn of 1909 when the House of Lords was debating the expediency of rejecting the Budget.

WHAT WILL RESULT BE?

London, June 29, 7.10 a.m.

While nothing definite is known regarding the final intentions either of the Government or of the Opposition, the belief is widely held on both sides that the result

will be neither a creation of new Peers nor a General election.

The Peers will not press matters beyond eliciting an unequivocal threat to create new Peers and will then pass the Veto Bill unamended, yielding to "force majeure."

THE PARLIAMENT BILL.

In the House of Lords, when the debate on the Parliament Bill was resumed, Lord Cromer moved as an amendment that a committee of seven members from each House shall be appointed to determine whether any measure is purely financial, instead of such decision being left to the Speaker.

Lord Morley said that nothing could induce the Government to accept such an amendment.

The amendment was subsequently passed by 183 votes to 44.

HOME CRICKET.

COUNTY RESULTS.

[SERVICE TO THE "TELEGRAPH."] London, June 29, 12.5 a.m.

The latest results to hand in the English County Cricket matches are as follows:

Middlesex won by nine wickets. Marylebone won by three wickets.

Leicestershire won by nine wickets.

Kent won by 15 runs.

Hampshire won by five wickets.

Cambridge scored a win.

REUTER'S TELEGRAMS.

DEPARTING GUESTS.

FROM THE CORONATION.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 11.30 p.m.
The railway stations are busy with the departure of the Royal guests, after the Coronation festivities. H.R.H. the Duke of Connaught, H.R.H. Prince Arthur of Connaught and other English Royalties, as well as the foreign Ambassadors, are bidding farewell to the departing visitors.

HOME RACING.

PRINCESS OF WALES' STAKES.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 8.15 p.m.
Probable starters and jockeys in the race for the Princess of Wales' Stakes are as follows:

Lemberg (Dillon).

Swynford (F. Woolton).

Cardinal Martin (William Murray).

Andrea (Trigg).

Bryony (Fox).

LORD AND LADY DENMAN.

SAIL FOR AUSTRALIA.

[SERVICE TO THE "TELEGRAPH."] London, June 28, 4.50 p.m.
Lord Denman, the new Governor-General of the Commonwealth, and Lady Denman, have sailed for Australia.

[Lord Denman was Deputy speaker of the House of Lords, and was born in 1874. Educated at Sandhurst, he served in South Africa as Captain, commanding the 35th (Middlesex) Squadron of Imperial Yeomanry, 1900, and was wounded. Lord Dudley, who retired, has been Governor-General of Australia since 1908.]

THE COLONIAL TROOPS.

VISIT TO WINDSOR.

[SERVICE TO THE "TELEGRAPH."] London, June 29, 4.50 p.m.
The Colonial troops attending the Coronation paid a visit to-day to Windsor Castle.

The Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL \$11,000,000
RESERVE FUND \$1,000,000
Sterling £1,000,000 at 9% 18,000,000
Silver 15,000,000

RESERVE LIABILITY OF PRO. TRUSTEES \$15,000,000

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HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum
For 6 months, 3½ per cent. per annum
For 12 months, 4 per cent. per annum

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.

INTEREST on deposits is allowed
at 3½ per cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

INCORPORATED BY ROYAL
CHARTER 1863.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,025,000
RESERVE LIABILITIES OF
PROPRIETORS £1,200,000

INTEREST ALLOWED on CUR-
RENT ACCOUNT at the rate of
2 per cent. per annum on the Daily
Balances.

On Fixed Deposits for 12 months,
4 per cent.

On Fixed Deposits for 6 months,
3½ per cent.

On Fixed Deposits for 3 months,
2½ per cent.

Wm. DICKSON,
Manager.

Hongkong, 1st May 1911.

YOKOHAMA SPECIE BANK,
YOKOHAMA LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... " 16,360,000

Head Offices—YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
KOBE. TIENHSIN.
OSAKA. PEKIN.
NAGASAKI. NEWGWANG.
LONDON. DALY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balances.

On fixed deposit:—

For 12 months 4 per cent. p.a.
" 6 " 3½ " " "

" 1 " 2½ " " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANK
ING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND..... Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.

LONDON OFFICE:—
36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL & COUNTING BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and
Exchange Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:—

For 12 months 4 percent per annum;

For 6 " " 3½ " " "

For 3 " " 2½ " " "

GEO. HOGG,
Manager.

No. 9, Queen's Road Central,
Hongkong, 1st May 1911. [19]

Banks.

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP.....Sh. Taek 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:

Berlin. Calcutta. Hamburg. Hankow.
Kobe. Léking. Singapore. Tientsin.
Tsinan. Tsingtau. Yokohama.

LONDON BANKERS:
Messer. N. M. REINHOLD & SONS.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.

DIRECTION DER-DISCONTO GESELL-
SCHAFT.

INTEREST allowed on Current
Account. DEPOSITS received otherwise
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHEIDT,
Manager.
Hongkong, 16th Mar. 1911. [2]

To Let.**TO LET.**

GODOWNS in MASON'S LANE
good for storage of Wines and
other articles. Rent moderate.

FIRST FLOOR of No. 4, De-
Vaux Road, Central.

FOUR ROOMS on Ground Floor
of College Chambers for Offices (2
minutes from Clock Tower) can be let
separately. Rent moderate.

Apply to—

DAVID SASSOON & Co.
Hongkong, 2nd June, 1911. [1073]

TO LET.

GODOWNS at BLUR BUILDINGS,
3a, Praya East.

" CREGGAN " 39, The Peak.
No. 10, MACDONNELL ROAD.
OFFICES in KING'S BUILDINGS
4th Floor.

GODOWNS, 151 to 165, PRAYA
EAST.

SEMI-EUROPEAN FLATS
East corner of Observation
Place. The Trams stop at the
door.

Also NEW EUROPEAN FLATS,
Institute, Praya East.

19, CONDUIT ROAD.

FLAT in BLUR BUILDINGS, 4 Praya
East.

Apply to—

THE HONGKONG LAND
INVESTMENT & AGENCY CO.,
LIMITED.
Hongkong, 9th June, 1911. [159]

TO LET.

GODOWN No. 54, DODDELL
STREET.

Apply to—

THE HONGKONG LAND
INVESTMENT & AGENCY
COMPANY LIMITED.
Hongkong, 1st June, 1911. [61]

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

J. A. Wattie, Esq., Managing
Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Reg-
istered under Hongkong Ordin-
ances and under Life Assurance Com-
panies' Acts, England.

Insurance in Force...\$37,856,885.00

Assets 8,415,250.00

Income for Year ... 3,566,559.00

Insurance Fund 8,216,818.00

Gold \$6,500,000

HEAD OFFICE:—

60 Wall Street, New York.

LONDON OFFICE:—

36, Bishopsgate.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL & COUNTING BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and
Exchange Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:—

For 12 months 4 percent per annum;

For 6 " " 3½ " " "

For 3 " " 2½ " " "

GEO. HOGG,
Manager.

No. 9, Queen's Road Central,
Hongkong, 17th June, 1911. [74]

OTE LOUVENCOURT**EXTRA DRY.**

\$24.00 per case.

FRENCH STORE,

6, Queen's Road.

THE TWO COLLIER.

ALEXANDRA BUILDING,
C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.

Sir Paul Chater, Kt., O.M.G.

T. F. Hong, Esq.

C. J. Lafrentz, Esq.

Hongkong, 26th Jan., 1911. [810]

THE EMINENT SOUBRETTE.

E.C. Wilks, M.I.Mech.E., A.M.N.A.

Consulting Engineer and Surveyor for

construction, Valuer and Assessor for

the purchase, or sale, of Steamships or

Launches.

ALEXANDRA BUILDING, 2ND FLOOR,
Hongkong, 1st May, 1911. [1100]

Intimations.

CELESTELETUM

ACADEMIA

COLLEGIA

GRADUATION

INSTITUTUM

LIBRARY

MUSEUM

OBITUARY

OBITUARIES

FOREIGN NEWS ITEMS.

Rome.

The Rome newspapers state that instructions have been given by the Pope for the process of canonisation for the beatification of John Newman, former Bishop of Philadelphian, to be hastened as much as possible. It is said His Holiness desires to have the solemn canonisation of this American saint accomplished at as early a date as can conveniently be arranged; and it is understood that the occasion will be made one of unusual magnificence and solemnity. A large deputation of pilgrims will attend from the United States.

Spain.

It has been decided to establish a Spanish "Foreign Legion." The committee charged with the duty of examining and reporting on the Compulsory Service Law has approved a scheme for the creation of a Colonial Volunteer Army, into which foreigners will be admitted, for the North of Africa and for Spanish Guinea.

Greece.

In the Greek Chamber, M. Venizelos, the Premier, introduced a Bill abolishing the office of Commander-in-Chief, and also a Bill creating an Inspector-General of the Army, the Crown Prince to be appointed to the post.

M. Venizelos declared that the office of Inspector-General would not produce so much friction as that of Commander-in-Chief.

Turkey.

At a banquet held at Constantinople in honour of Djavid Bey, the Int. Minister of Finance, the Grand Vizier eulogised Djavid Bey, and said he hoped that the latter would continue to render his services to his country. The Grand Vizier added that one Djavid had gone and another had come.

The Grand Vizier made his first public announcement that he had joined the Union and Progress party.

Russia.

The Council of Ministers has drawn up the regulations fixing the supply and price of sugar for the year 1911-12.

The quantity of sugar for issue on the home market was fixed at 73,000,000 poods, and the obligatory inviolable reserve at 8,000,000 poods.

The maximum price of sugar was fixed at 405 copecks for the period to January, 1912, and at 415 copecks after that date.

Manchuria.

Dispatches received from Vladivostock report that the Chinese throughout Russian Manchuria are organising demonstrations against a curious regulation which has just been promulgated by the Russian authorities compelling every Chinaman walking about after dark to carry a lantern.

It is declared that this is only another of the many petty annoyances with which the authorities deliberately irritate the Chinese residents, and which inevitably tend to increase the Chinese hatred of the Russians.

America.

The United States fleet which is visiting Danish waters arrived at Copenhagen. The weather was very fine.

Portugal.

The Radicals intend to contest the eastern electoral district of Lisbon.

All the men detained in connection with the incident at the naval arsenal on April 7, when a party of men sought to induce the workmen to mutiny and then went on board the cruiser "Sao Joao," crying "Down with the Minister of Marine!" have been released.

The strike of riverside and dock hands of Oporto and Gaya has come to an end. The workmen of several spinning mills, numbering some hundreds, have now gone on strike.

TRADE CREDIT ABUSES.

The "Englishman" (Calcutta) says:

Observers of events in the Far East and Farther India deplore the turn commercial affairs have taken in that part of the world. Trade conditions, we gather from a reliable source, are most unsatisfactory as far as importers are concerned, chiefly owing to the faulty policy adopted by German merchants of giving long terms of credit to traders. Indeed, matters have reached such a crisis as to make trade with the Chinese, the Siamese and the Malays a task involving considerable sifting of references and imposition of safeguards. When the Germans first appeared on the scene, they initiated the system of long credits in order to obtain a footing in the markets of the East. They succeeded in weaning away many customers from other merchants, but they also established a method of business which has not proved satisfactory. Even German merchants themselves now clamour for the restoration of the old order of things. Irresponsible Chinese merchants do not hesitate to repudiate a contract or withhold payments of dues on the slightest pretext. As far as can be seen the German merchants will have to reap the whirlwind they have sown. Recently a prominent German firm trading in Bangkok lost a large sum of money, because the articles it supplied to a local merchant were declared by the latter to be unsatisfactory some time after the purchase. A suit lodged in the Bangkok Court was decided in favour of the local merchant. The same conditions obtain throughout the Far East. Needless to say, trade is hampered, and unless a gigantic effort is made to destroy the long-standing myth, commercial progress in the Far East must necessarily be slow.

RAID ON A KOBE FOREIGN FIRM.

Questions in Parliament.

On the 15th instant, a series of raids were made by the Kobe Customs authorities at the offices in Naniwamachi of Messrs. H. and W. Greer (Japan), Ltd., at the private residence of the general manager, the Dunlop factory at Wakinohama, the Ingram rubber factory at Hyogo, and the private residences of the works managers of these two factories. The party of Customs officials which raided Messrs. Greer's offices in Naniwa-machi produced only two ordinary visiting cards as authority for the search they were about to make. After thoroughly ransacking the premises and completely upsetting the routine of the office, the officials in charge stated that they would have to take the firm's books away for examination. The manager offered to provide a room where the books could be examined, but this was refused, the officials stating that the books must be taken away. Eventually this was agreed to on condition that a representative of the firm should be present at the examination.

Later in the day the books were returned, with the explanation that everything was found in order, and an apologetic statement expressing regret for the inconvenience caused. The raids at the two factories and at the three private houses were equally abortive, and the result of the simultaneous raid has been nothing more than to cause great annoyance and inconvenience to the foreigners concerned, it having been admitted that whatever suspicions the authorities may have had for making these raids were entirely groundless. We presume that some further explanation will be forthcoming from the Customs authorities apologising for the seizure of private residences—correspondence which had absolutely no connection with Messrs. Greer & Co. or their business.

Mr. Eden Phillpotts—Untruth is the cement of society; lying, not loving, makes the world go round.

FRENCH INDO-CHINA.

The Bulletin Economique of Indo-China contains some interesting information regarding the resources of the French colony. In the first place, it appears that the exports of rice in 1910 were larger than those of the preceding year, the progress of this cultivation in Cochinchina compensating for the sensible decrease in the exports from Annam and Tongking. Cochinchina exported last year 1,106,220 tons of rice, or nearly 200,000 tons more than in 1909. The total exports in 1910 amounted to 1,200,517 tons, of which 100,204 tons went to Tongking, 2,831 tons to Annam and 262 tons to Cambodia. The principal customers for Indo-Chinese rice are still Hongkong and, in the second place, France and her colonies.

Turning to maize, the total exports in 1910 were 84,280 tons, which were almost entirely absorbed by France. As regards minerals, the Charbonnages du Tonkin produced 520,361 tons of coal, a figure which is still modest but augurs well for the future. The Tongkingese exports of mineral zinc ore last year were 18,834,500 tons. And it may be noted that, according to Surgeon-major Dureigne, abundant stores of phosphates would be found in the provinces of Lang-Son, Thai-Nguyen, etc. Regarding finally the statistics relating to colonisation in Cochinchina, these show that vacant lands are still five or six times more numerous than those already conceded. These latter represented in 1910, 400,936 hectares (of which 307,781 have been put into use), and the lands which remain to be conceded are estimated at 2,418,781 hectares. There is, therefore, no lack of room; labour remains insufficient in two districts out of three.

BRITISH SUBJECTS IN KOREA.

Questions in Parliament.

In the House of Commons on the 23rd ult. Mr. Mitchell-Thomson asked the Secretary of State for Foreign Affairs whether any assurances had been received from the Japanese Government regarding the question of land tenure and ownership and working of minerals by British subjects in Korea; and, if so, what was the nature of such assurances.

Sir E. Grey: In reply to representations by His Majesty's Government, the Japanese Government have declared that they will abide by the Declaration made at the time of the annexation of Korea, the text of which was published in the Press at the time, whereby the protection of the legally acquired rights of foreigners in Korea is assured. They have fully recognised that British owners of land or mines in Korea have the right to hold and dispose of such property without being subject to the conditions and restrictions of the Japanese Law of April 12, 1910, with regard to the ownership of land by foreigners or of the Mining Law at present in force in Japan proper. Those answers have been accepted as satisfactory.

Mr. Mitchell-Thomson asked whether any, and, if so, what reciprocal concessions have been made by Japan in return for the surrender by Great Britain of her treaty rights and privileges of extra-territoriality in Korea.

Sir E. Grey replied that the answer was in the negative. Japan had undertaken to continue existing tariffs with Korea for 10 years, and had given assurances as to the existing rights of British subjects.

Mr. Eden Phillpotts—Untruth is the cement of society; lying, not loving, makes the world go round.

RAILWAYS IN JAPAN.

Big Building Programme.

The Japanese Government's plans for railway extension in the immediate future contemplate the enormous outlay of £120,000,000, of which at least £110,000,000 has to be borrowed—largely from abroad. This scheme represents a programme of some thirty years' duration, but the portion of the project to be carried out at once extends over a period of about thirteen years and involves an expenditure of £48,900,000. About £13,000,000 of this is to be derived from profit on ordinary railway traffic, but the remaining £35,000,000 will come from abroad. According to the present arrangement the Government will spend about £3,000,000 annually on railway extension.

Japanese railways have now reached a mileage of 7,015, including about 3,442 miles on the main island and 577 in Kyushu, with 724 miles in Hokkaido and 118 miles in the Yonago section, while the mileage under construction is over 450. In addition there are 641 miles in Korea, 711 in Manchuria, 271 in Formosa, and 25 in Saganlon, with about 596 miles in the main island not under Government control.

CABLE RATES.

To the Far East.

In Committee of Supply in the House of Commons on the Post Office Estimates Mr. Samuel, in the course of his speech, said that having given close attention to the character and cost of our cable communications he had decided that the control of the rates should be secured by means of the licences required for the landing of cables on our shores. These licences came up for renewal from time to time, and henceforth they would set forth that if in the opinion of the Government the rates were excessive objection should be taken to them, and if the company concerned disagreed with the objection it should be referred to the arbitration of an impartial tribunal.

He thought the companies were entitled to much credit for their readiness to listen to representations made to them, particularly in one direction. They had all consented to a large reduction in the rates charged for plain language telegrams which were not of an urgent character. He had been negotiating with all the cable companies of importance which had their headquarters in England, and both the Atlantic and the Eastern Companies had agreed to reduce by 50 per cent. the rates charged for plain language telegrams.

ROYAL OAK DAY.

Lord Roberts Inspects Veterans at Chelsea Barracks.

To celebrate the birthday of its founder, the statue of King Charles II. in the grounds of the Royal Chelsea Hospital was, on May 29, wreathed in oak boughs. The oak was chosen to commemorate the historical escape of King Charles from the Parliamentary troops by climbing into an oak tree.

The event was made the occasion for Lord Roberts to receive some 100 of the Chelsea pensioners. The old men, wearing their long red coats and cocked hats, looked for the most part very erect, in spite of their years, and made a fine display in the morning sunshine.

Lord Roberts walked slowly along the lines, stopping every now and then to look at the medals worn by the pensioners and to speak a kindly word to some of them, many of whom had served with him in his campaigns. He afterwards briefly addressed the pensioners, and congratulated them upon the comfort and happiness they were able to enjoy at the end of the stress and turmoil of their lives.

Afterwards Lord Roberts inspected the kitchens, where plum pudding and beer were being added to the ordinary rations, and then crossed into the great hall where the new bust of King Edward, the work of Mr. A. Bruce-Joy, was on view.

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PERUVIAN RUBBER.

Diminished Export from Iquique at Better Prices.

Mr. Consul D. Cuzos, reporting on the trade of Iquitos for 1910, says: Rubber is the centre of all commercial undertakings, and so long as prices for this article are maintained at anything above 4s. per lb. this is likely to continue to be the case. The average quantity of rubber collected by a rubber collector during one season, on a good estate, is from 250 to 300 kilogrammes per season.

The output during the year 1910 has been rather disappointing, owing to an exceptionally wet season, and the shortage of labour on some of the estates caused by the enrolment of the workers as soldiers during the time of political tension between Peru and Ecuador.

Exports of Rubber.

—kilogrammes.

1909 2,421,148
1910 2,204,101

Although shipments show a falling off in quantity, prices being high in consuming markets during the year, the value of exports is less than in the previous year. The qualities shipped from Iquitos are Peruvian fine, scrappy, negroheads, Peruvian ball, weak fine, Putumayo tails and white ball. Although the exports show a falling off in weak rubber, this is only in reference to Putumayo tails, this quality being classified improperly in the exports as weak fine. As a matter of fact considerable activity has been shown in working smoked weak fine in the Rivers Huallaga and Alto Maranon, and as labour and living are cheaper in those districts, the output is likely to increase in the future.

With reference to fine, the falling off in the proportion of scrappy (quoted in last year's reports as "negro") rather tends to show more careful work on the part of the gatherers. Peruvian ball quality continues to get scarce in all the rivers near Iquitos, many workers migrating to the River Madre de Dios and tributaries, where this quality is still plentiful.

In spite of the interest shown in exploiting weak fine there are considerable tracts of land in the Alto Maranon where this quality is indigenous, which could be acquired from the Government at small cost. The trees are tapped in the same way as fine, and with proper care should not perish. In December, 1909, new laws referring to rubber properties were issued from Lima. All lands belonging to the State may be acquired by private individuals in the following way—by purchase or concession.

Payment of 1 sols for every hectare (10,000 square metres) entitled buyer to freehold rights. If in 10 years after purchase the land is not cultivated up to at least one-fifth of its area, a payment of 1 cent per hectare annually has to be paid to the State. No buyer can acquire more than 1,000 hectares of agricultural land; or more than 30,000 hectares of rubber land without special order from the Government.

Intimations.



SHORTEST & QUICKEST ROUTE
BETWEEN
THE FAR EAST & EUROPE
via DAIREN.
SUMMER SCHEDULE.

(Effective from May 1, 1911)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikyo Maru" (each 2,877 tons), as follows:

		NORTH BOUND.			
Int. Class	Fare	Shanghai (Steamer), l.v.	Dairen (), r.v.	Thur.	Sun.
\$40					
Y14.50		(S.M.R. Train)...l.v.	6.00 a.m.	Tues.	Fri.
Y11.50		Mukden (), r.v.	1.50 p.m.	"	"
Y11.50		" (), l.v.	2.00 "	"	"
R 9.50		Changchun (), r.v.	8.30 "	"	"
R 9.50		" (Russian Train)...l.v.	9.30 "	"	"
		Harbin (), r.v.	11.00 a.m.	Mon.	Sat.
				State Express Litsfo for Moscow	State Express for St. Pek.

		SOUTH BOUND.			
Int. Class	Fare	Connecting at Harbin with	Harbin (Russian train)...l.v.	Mon.	Wed.
				State Express from St. Petrop.	State Express from Moscow
B 9.50					
Y 14.50					
Y					



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A. S. WATSON & CO., LTD.,
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Hongkong, 9th June, 1910.

DAY BY DAY.

Judge every word and deed which is according to nature to be fit for thee; and be not diverted by the blame which follows from any people nor by words, but if a thing is good to be done or said, do not consider it unworthy of thee.

We have received from Messrs. Mee Choong a collection of splendid photographs of the late coronation celebrations.

By order of the "Serviço de Dardaninos", five torpedo boats and two launches will be sold in Saigon by public auction on July 1st.

Chinese Cruiser at Saigon.

The Chinese cruiser Hai-chien has been anchored for several days at Saigon. The occasion was taken advantage of for an interchange of calls between the officers of the war-vessel and the local authorities. A civil mandarin was on board charged with a special mission, but what it was has not transpired.

Wireless Telegraphy.

Following on the wireless experiments at Brant Rock, Massachusetts, for the United States Navy, it has been decided to erect four steel towers at Fort Myer, Washington, District of Columbia, as a land base of the Navy wireless telegraphy system. The towers will be 150 feet high, and will cover a minimum radius of 1,500 miles.

Kidnappers.

Just before the departure from Shanghai of the Indo-China steamer Chouysang for Hongkong on her last voyage the police received information that a gang of kidnappers were carrying out operations on the ship and, on visiting her, arrested eight Chinese who were attempting to kidnap twelve children who had been kidnapped from their homes.

Port Arthur Harbour.

The harbour at Port Arthur during the long siege became a receptacle for all sorts of material, from blocking steamers to heavy guns, says the "Japan Mail."

A great deal of dredging and cleaning has been effected since that time, but the harbour has by no means been cleared completely, and the authorities are said to have determined to undertake the work on a thorough scale, so that the place may effectively serve the purpose of a commercial port.

Oil Boat Capsized.

Mariners are warned to be on the look-out for the presence of the Siam Electricity Co.'s oil tank boat (dimensions 12 ft. by 30 ft.) loaded with 20 tons of oil fuel and having air-tight compartments, which capsized on Tuesday last week, at the mouth of Klong Tapan Han, and is reported to have drifted up the river. The Harbour Master, Bangkok, will be obliged for any information if this boat should at any time be met with.

Chinese Pork.

"Fairplay," in the course of a letter to the "Globe," writes:— I have recently returned from China, and am able to state that the frozen pigs that are being exported to England are of breeds equal to many raised in England, and far superior to those coming from several countries in Europe. I had an opportunity of speaking to our Ambassador at Peking, and also to the Consul-General in the town from which the pigs are imported, upon the question, and they both assured me that the English company which inaugurated this business deserve every credit for their enterprise in tapping a valuable source of food supply, that the pigs being exported were of a special breed from a district that had been noted for generations for their excellence in quality; that they were fed on rice, which is exceedingly cheap in the district, and there is no doubt that the food of these pigs is far and away superior to that of those raised in the neighbourhood of all the large towns in England, food consisting of hotel, kitchen, and restaurant refuse, of which we all have vivid recollections.

Nevertheless, the signs of the times augur well for young China. It has been said by many writers that the rejuvenation of the Orient cannot come about, unless some moral force, such as a religion, which has some great bearing on everyday life, comes into being. We prefer to believe that proselytising is not a necessary adjunct to Oriental awakening, but that the imperative factor is the casting aside of old trains of thought and the assimilation of new ideas, ideas which have tended to the present industrial excellency of the western world. We cannot blame China's desire to do without the stranger in her gates. It is a sign of real progress that she is anxious to walk without the continual support of European nurses, and that she will be able to do so, and build up an extensive commerce, is no occasion for alarm but rather of rejoicing. We have yet to learn that the industrial progress of the west was a menace to the competing nations, and by analogy, if in the latter hemisphere it proved a good thing, surely in the east it cannot fail to do the same.

SUPREME COURT.

A Curious Case.

In the court of summary jurisdiction, this morning, before Mr. Justice Gomperz, Cheung Fuk Hing sued the Taun Shing firm and Tsui Tuan Sing, a managing director therein, to recover the sum of \$508 being the balance due for work done in removing a mound of debris at the Italian convent, at the defendant's request and also for earth supplied.

Mr. Willson appeared for the plaintiff and Mr. Johnson for the defendant.

Evidence was given by the plaintiff and his foreman and at the conclusion of the case His Lordship said the plaintiff did not even seem to know what his case was. There was nothing upon which he could give judgment.

His Lordship to Mr. Johnson:—Why did your client not pay?—They were always prepared to pay. They had always had the entry in the lodger. The man always came every time for his money but on this occasion he issued a writ instead without notifying his clients.

His Lordship:—How much have you paid into court?

Mr. Johnson:—I have paid \$46 into court; we should have paid that at once if he had come to the office.

Continuing Mr. Johnson said he would ask for costs. The plaintiff had come into court, asking for \$508 and had got \$10. His claim had had to be amended and he could not even explain his own figures.

His Lordship gave judgment for the plaintiff for \$45.48 with costs up to the time of the payment into court. After that costs were to go to the defendant.

MARINE COURT.

TO-DAY.

Before Commander C. W. Beckwith, R.N.

Excess Number of Passengers.

The Commander, for the second time within a few days, had to deal with a case in which a Chinese ferry boat carried an excess number of passengers. In the first case he spoke very strongly on such breaches of the licence and to-day, following out what he said on the last occasion, that the next case would be punished, he inflicted a fine, which, though nominal, will serve as an example. The coxswain was fortunate in being dismissed with a 20 dollars fine, but the Commander took into consideration that the night of the offence was Coronation night, and a certain amount of allowance must be made.

The Evidence. P. C. A. N. Reynolds said that on the 22nd inst. he saw the steam launch, Yew Sling, of which Wong Kwai was the master, proceeding in the direction of Kowloon City from Hongkong. She had a list to starboard and on closer examination he thought she was carrying too many passengers. He stopped the boat and counted 100 passengers and crew. Wong Kwai's licence only provided for 124 passengers and seven crew.

The Commander's Questions. The Commander: What stops does he take to ascertain the correct number of passengers?

Defendant: It was holiday time and I could not stop the rush on to my boat.

The Commander: There appears to be no control over the passengers; no idea of trying to count them or to keep them in discipline. It is the same thing on all these ferries here. The passengers rush on board and the boat goes blindly across the harbour. Consequently there are smashings. The master of a ferry must take precautions against overloading. The boats are allowed a generous complement, and if there is an excess some one must suffer for it. The passengers can be controlled by means of a gangway, and when they come on board they must be made to sit down.

Addressing defendant, he said that taking into consideration there was no previous conviction against him, that the 22nd was Coronation night and that there was a large number of people crossing from Kowloon to Hongkong, he would be fined 20 dollars. He would also warn him not to come before him again on that charge or he would inflict the maximum fine.

A NEW FEATURE.

It is proposed, with Saturday's issue, to commence the publication of legal or scientific articles as well as articles upon subjects which, it is considered, must be of great interest to the majority of our readers; and to continue such publications on each successive Saturday. The first of those articles will deal with the new shipping convention.

An article will also appear on Universal Peace, to be followed each week, by an article on the same subject.

THE CORONATION FESTIVITIES.

Committee's Thanks.

The following letter has been addressed to H.E. the Governor, by Sir Francis Piggott, chairman of the Coronation Celebrations Committee:

Sir—I have the honour to request your Excellency to convey to the heads of the different departments, and their officers, the thanks of the committee for their efficient co-operation during the recent celebration; to the Director of the Public Gardens for his untiring zeal in promoting the success of the fete on the first night; to the Harbour Master, for his strenuous labours, which brought about the success of the fireworks and other work in the harbour on the second night; to the Director of the Public Works Department, for falling in with the general scheme of illumination, and making the Government buildings so effective a part of the display, and finally to the Captain Superintendent of Police, on whose forethought the success of such undertakings entirely depends.

P.S.—I have forgotten the Postmaster General. He helped us enormously in the difficult problem of distributing circulars, programmes, etc.

HARBOUR COLLISION.

H.M.S. "Flora's" Stanchion Carried Away.

A collision which was attended by some slight damage to H.M.S. "Flora" occurred in the harbour early yesterday morning. From information that has reached us, it appears that some time between 5 and 6 a.m. a large junk ran up against the British cruiser at anchor to her buoy. By the collision a brass stanchion of the "Flora" was carried away. The junk struck the warship on the starboard, and the guard to the lifebuoy on that side of the vessel was also carried away.

It does not appear that the junk sustained any damage herself, at any rate none have been reported as far as we have been able to ascertain. What contributed to the collision, we cannot state; but it seems somewhat difficult to explain when it is learnt that, at the time of the collision, the "Flora" was riding at anchor at her moorings.

POLICE COURT.

TO-DAY.

Before Mr. J. R. Wood and Mr. F. A. Hazelton.

Fined for Offering Bribe. For offering a bribe of five dollars to Sanitary Inspector Taylor, the owner of a ginger factory at West Point was fined 350 dollars or, in default three months' hard labour. The sum was bound over in the sum of 100 dollars to appear for judgment if called upon.

The evidence was to the effect that defendant had been ordered to remove some water containing mosquito larvae. He did not do so, and was summoned by the Sanitary Inspector, who gave evidence as to the offer of a bribe. The Police will in future exercise greater vigilance in this matter, as in the present case, the car at the time of the accident was being driven by one of the passengers. This practice, if allowed to be continued, will not only constitute a danger to the passengers themselves, but also to the public at large.

The Monmouth. H.M.S. Monmouth went into dry dock yesterday for overhaul. It is not generally known that on her way south from Weihaiwei to be in Hongkong for the Coronation, the Monmouth had a break-down in her engine-room before entering the Formosan Channel and from there steamed into port with only one engine. It should be mentioned that a Chinese medical man residing in the neighbourhood on hearing of the accident hurriedly tried to dress in the hope of rendering assistance, but the victim had disappeared by the time he had completed his toilet.

GREEN ISLAND PASS.

Passage Unobstructed.

The Stanley proceeded under orders from the Harbour authorities late yesterday afternoon to locate the sunken stone junk that went down outside Green Island the other day. The steam tender went by bearings and Captain Willoughby anchored at the spot where the junk was reported to have gone down.

After dragging for two hours in the vicinity of the wreck, the Stanley came across no obstruction whatever. It is surmised that with the strong tides the junk had capsized.

The absence of any floating planks or spars in the neighbourhood leads to the conclusion that the junk is still intact, but that she is out of the way of navigation and safe to pass.

SMUGGLED CONTRABAND.

The Smugglers' Methods. The "Takao" Correspondent, Canton, June 28.

H.E. Admiral Li Chun has discovered that in spite of the vigorous search instituted for contraband, a large quantity of arms and ammunition has been smuggled into the interior by anarchists. The anarchists have discovered a new method of smuggling, which escaped the attention of the water police and the naval officials, by putting the contraband in dirty holds on board clumsy boats which are either filled with stones, coal, salt soil or salt fish.

Admiral Li Chun has accordingly ordered the Commanders of the various guard boats to keep a sharp look-out for these boats up the river and to follow them. Should these boats get out of sight information should be sent to the next naval station to resume the chase until the boats have reached the destination at which they are to discharge their cargo.

SERIOUS AUTOMOBILE ACCIDENT.

Car Dashes Into a Tree. Several Miraculous Escapes.

What nearly threatened to end in fatalities occurred on Tuesday night, or, to be precise, in the early hours of yesterday morning, near St. Paul's College, when a motor-car dashed into a big tree and violently hurled all its occupants on to the roadway. It appears that some time between 5 and 6 a.m. a large junk ran up against the British cruiser at anchor to her buoy. By the collision a brass stanchion of the "Flora" was carried away. The junk struck the warship on the starboard, and the guard to the lifebuoy on that side of the vessel was also carried away.

It does not appear that the junk sustained any damage herself, at any rate none have been reported as far as we have been able to ascertain. What contributed to the collision, we cannot state; but it seems somewhat difficult to explain when it is learnt that the car in question was taking three passengers, including two ladies, out for a "joy-ride" and the accident occurred while the bend in the road was being negotiated. All the occupants without exception sustained serious injuries. The chauffeur, forced to the worst, while in the case of one of the ladies, a number of nasty bruises were inflicted on the head and caused the victim to lose consciousness for a while. The other lady received injuries on the head and a cut on the arm. Fortunately the services of Dr. Marriott were secured. Notwithstanding the early hour of the morning, Dr. Marriott attended to the injured ladies and quickly dressed the wounds. The lady in question is at present lying in a bad state.

We believe it has been the practice among the local chauffeurs to allow passengers to display their amateur abilities at the wheel. As this is in direct contravention of the recently enacted regulations, it is to be hoped that the Police will in future exercise greater vigilance in this matter, as in the present case, the car at the time of the accident was being driven by one of the passengers. This practice, if allowed to be continued, will not only constitute a danger to the passengers themselves, but also to the public at large.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

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"EMPEROR OF JAPAN" ... Saturday, July 22. "ALIAN LINE" ... Friday, Aug. 18.
"EMPEROR OF CHINA" ... Saturday, Aug. 12. "EMPEROR OF BRITAIN" ... Friday, Sept. 8.
"EMPEROR OF INDIA" ... Saturday, Sept. 2. "ALIAN LINE" ... Friday, Sept. 29.
"MONTEAGLE" ... Tuesday, Sept. 12.
"EMPEROR OF JAPAN" ... Saturday, Sept. 23. "EMPEROR OF IRISH" ... Friday, Oct. 20.

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" ... 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passenger booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Month and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). \$71.10/-

Passengers for Europe have the option of going forward by any trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (earmarked Intermediate) the accommodation and commission being excellent in every way.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI v. SWATOW, CHIYODA	... Thursday, 29th June, 4 p.m.	
TIENTSIN v. SWATOW	... Friday, 30th June, 4 p.m.	
& CHEFOO	... CHEONGSHING	
MANILA	... LOONGSANG	... Saturday, 1st July, 2 p.m.
SINGAPORE, PENANG	... LAISANG	... Saturday, 1st July, Noon.
MANILA	... YUENSANG	... Saturday, 8th July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Nansung" and "Fookang," have about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Doctor is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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Hongkong, 28th June, 1911.

[8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUCERIO"	6,400	J. Mathie	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offered.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for cabin passengers; they are fitted throughout with Electric light, the "Lucero" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

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[805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

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Steamer From Expected on or about For Will leave on or about

Tjilatjap	JAVA	1st half July	JAVA	1st half July
Tjibodas	JAVA	1st half July	SHANGHAI	1st half July
Tjitaroem	JAPAN	1st half July	JAVA	1st half July
Tjiliwong	JAVA	2nd half July	SHANGHAI	2nd half July
Tjimehi	JAVA	2nd half July	JAVA	2nd half July
Tjipanis	JAPAN	2nd half July	JAVA	2nd half July
Tjikini	JAPAN	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

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PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

DESTINATIONS STREAMERS SAILING DATES, 1911

MARSEILLE, LONDON AND ANTWERP VIA	HITACHI MARU	SUNDAY, 9th July,
SINGAPORE, PENANG, COLOMBO AND PORT SAID...	Capt. T. Yamazaki, Tons 7,000	at Daylight.
VICTORIA, B.C. & SEATTLE via KRIEMLING, SHANG-	MIYASAKI MARU	WEDNESDAY, 19th July,
HAI, MOJI, KOBÉ, YOKOHAMA, SHI-	Capt. T. Murai, T. 2,000	July at Daylight.

VICTORIA, B.C., & SEATTLE via KRIEMLING, SHANG-	KAMAKURA MARU	SATURDAY, 10th July, from KOBE
HAI, MOJI, KOBÉ, YOKOHAMA, SHI-	Capt. B. Kon, Tons 7,000	July, from KOBE

VICTORIA, B.C., & SEATTLE via KRIEMLING, SHANG-	TAMBA MARU	TUESDAY, 13th July, at 4 p.m.
HAI, MOJI, KOBÉ, YOKOHAMA, SHI-	Capt. K. Noda, Tons 7,000	13th July, at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	FRIDAY, 7th July, at Noon.
	Capt. M. Yagi, Tons 6,000	
	KUMANO MARU	FRIDAY, 4th Aug., at Noon.
	Capt. M. Winkler, Tons 7,000	

KOBE and YOKO-	IYO MARU	THURSDAY, 6th July, A.M.
HAMA	Capt. R. Takeda, T. 7,000	6th July, A.M.

KOBE & YOKO-	KUMANO MARU	TUESDAY, 14th July, at Noon.
HAMA	Capt. M. Winkler, Tons 6,000	

SHANGHAI & COLOMBO via BOMBAY MARU	WEDNESDAY, 5th August.	
SINGAPORE & COLOMBO	Capt. J. Turanaki, Tons 5,000	11th July.

§ Fitted with new system of wireless telegraphy. + Cargo only.

* Carries deck passengers. + Calling at Djibouti.

CHEAPEST SUMMER RATES
between
HONGKONG and JAPAN PORTS.

COMMENCING 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA, KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrtsgesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marselles, Havre, Bremen and Hamburg and to New York.

Carrying cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD: HOMEWARD.

For Shanghai, Kobe & Yokohama:	For Havre & Hamburg:
S.S. Spezia	"Shavonia"
"S.S. Spezia"	8th July
"S.S. Sillesia"	8th July
"S.S. Ambrisi"	9th July
"S.S. Alesia"	9th Aug.
"S.S. Sunegambia"	20th Aug.
"S.S. Suevia"	6th Sept.

For further particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

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HONGKONG—PHILIPPINES

PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date.
ZAFIRO...	1000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 30th June, 4 p.m.
RUBI....	4000	S. Crosby ...	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.

For Freight or Passage apply to

A. R. MARTY,
GENERAL MANAGERS.

Hongkong, 21st June, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

| For | Steamship | Captain | Tons | Landing |
</tr
| --- | --- | --- | --- | --- |

LOG BOOK.

New Steamship Company.

The prospectus of the Chinese Steamship Company, Limited, shows that the company whose authorised capital is Rs. 23,10,000 divided into 154,000 ordinary shares of Rs. 15 each has as directors the Hon. Mr. Lim Chin Tsong, Messrs. Chan Mai Pho, Tan Kim Chiyo, Yeo Eng Byan, Teoh Eng Hook, Yeo Cheew Kau, Tan Chin Tee, Saw Siew Peng, Lai Siew Kwee, Lee Teow Pyo, Lee Kung Siew, Chan Sonng Wan, Pai Beng Teng and Lin Ew Choo. The managing agents are Messrs. Lim Soo Hien and Company, 47-50 China Street, Rangoon. This company has been formed to purchase as a going concern the well known business of the Seang Line of steamers carried on for many years by the Hon. Mr. Lim Chin Tsong, under the firm and style of Seang Tuk and Company. The Seang line of steamers are to well known to the Chinese travellers to need any description, consisting as they do of the best equipped and most comfortable steamers running between the ports of Rangoon, Penang, Singapore, Hongkong, Swatow and Amoy. The steamers Seang Choong and Seang Bee were acquired within the last year or so from the Bibby line and are fitted with all the modern needs of the Chinese travelling public. The steamer Seang Ann which was formerly the Glenogle was a ten clipper and has lately undergone extensive repairs for modern requirements. An agreement has been entered into between the Hon. Mr. Lim Chin Tsong as vendor and the company as purchasers for the Seang Line as a going concern at the price of Rs. 18,00,000 to be paid as follows: 54,000 fully paid up shares of the company of the value of Rs. 15 each, Rs. 8,00,000; and the balance Rs. 10,50,000 in cash by instalments, which are to be fixed between the parties to the agreement, 1,0,000 ordinary shares of the value of Rs. 15 each are now offered to the public for subscription. The prospectus states that the shares now offered are fully subscribed. It also gives detailed figures showing the receipts, expenditure and profits on voyage made by the Seang Bee. There will be a working capital of Rs. 4,50,000 in hand, after paying the purchase price of the steamers. The subscription list is now open.—"Rangoon Times."

Lloyd's Scholarships.

The general committee of Lloyd's Register of Shipping have decided to institute three scholarships in naval architecture to be available at the University of Liverpool. The value of each scholarship is £50 a year, available for three years, and one will be provided annually. The first of the three will come into operation this year, and will be awarded on the result of an entrance scholarship examination which, it is understood, will be held in September next. The conditions laid down for these scholarships will be the same as for those previously given, and will include the provision that competitors must satisfy the society as to their knowledge of practical shipbuilding.

Dredging the Liao.

The Consular Body of Newchwang has agreed to the plans proposed by the Chinese authorities for the execution of the dredging programme in the Liao River. The draft plans will be presented by its members to their respective governments.

Strong Tides.

It has been noticed during the last few months, says "Loading Light," that the tides in the vicinity of the Taichow Islands, the rocks on which the P.M. steamer Asia went ashore, have been very unusual in character. One of the China Navigation steamers that recently passed the spot found herself set in, after making allowances for changes of over 100 feet, a distance of sixteen miles.

Intimations.

**WM. POWELL,
LIMITED.**

GENTS' OUTFITTERS.

**THE "HUSSAR"
COLLAR**

\$5.00 per doz.

In all depths from 14 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

**WM. POWELL,
LIMITED.**

28, Queen's Road.

Hongkong, 16th June, 1911. [1043]

**PEAK TRAMWAYS CO.,
LIMITED.**

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. 10 min.
10.00 a.m. to 11.00 a.m. 15 min.
11.30 a.m. to 12.45 p.m. 10 min.
12.45 p.m. to 1.15 p.m. 10 min.
1.15 p.m. to 1.45 p.m. 15 min.
1.45 p.m. to 2.15 p.m. 10 min.
2.15 p.m. to 6.00 p.m. 15 min.
6.00 p.m. to 8.10 p.m. 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to
11.30 p.m. every 15 min c.

SUNDAYS.

6.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. 10 min.
11.45 a.m. to 12.00 noon 15 min.
12.00 noon to 1.00 p.m. 10 min.
1.00 p.m. to 5.00 p.m. 15 min.
5.00 p.m. to 6.00 p.m. 10 min.
6.00 p.m. to 7.00 p.m. 15 min.
7.00 p.m. to 8.10 p.m. 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.
By arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 16th June, 1911.

**DRAGON CYCLE
DEPOT,
ELECTRICIANS.**

Steam, Oil, Gas and Motor Engineers
and
Rickshaw Builders.

REPAIRS TO
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Managing Proprietor:

C. LAURITSEN.

41]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK

787ft. by 88ft. by 84ft. 6 in.

Pump empty dock in 2 3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 8,000 tons displacement, providing condition for painting ships with most efficient result.

100-Ton ELECTRIC CRANE on QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHORE RISING up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

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TRADE AGENTS

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Mails.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

WE WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR LONDON & ANTWERP, SYRACUSE, PEKING, CAMBODIA, PORT SAID AND MARSAILLES.

STEAMERS TO SAIL ON

REMARKS.

CAYLON Capt. A. E. A. Baker 30th June Freight only.

Hutching Capt. W. C. Passmore

Hainan Capt. J. W. Evans

Haitan Capt. J. S. Rose

SHANGHAI Ansae Capt. G. W. Cockman

LONDON via DELTA Noon

USUAL PORTS OF CALL Capt. E. P. Martin, R.N.R.

LONDON & ANTWERP, SYRACUSE, PEKING, CAMBODIA, PORT SAID AND MARSAILLES.

For Further Particulars apply to

P. & O. S. N. Co.'s office, Hongkong, 29th June, 1911.

E. A. HEWETT, Superintendent.

[4]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS. TO SAIL ON

WEDNESDAY, 17th July, at Noon

YONCHEN Capt. J. Rüdermann

HAMBURG

SHANGHAI, NAGOYA, KOREA and YOKOHAMA

LURZOW Capt. J. Bortfeld

DAY, 12th July.

CAPTAIN J. BORTFELD

MANILA, YAP, ANGAU, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE

PRINZ SIGISMUND Capt. F. Brüning

SATURDAY, 15th July, at 4 P.M.

KUDAT & SANDAKAN BORNHOFF Capt. F. Scobell

MIDDLE OF JULY.

EX. S.S. "NAGASAKI" and "YOKOHAMA"

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunkon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 29th June, 1911.

[7]

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A REALLY GOOD AND WHOLESOME

TABLEWATER

ASK FOR

MATTONI'S GIESSHUEBLER!

Ask your Doctor about it.

SOLE AGENTS:

BUME & REIF,

9, ICE HOUSE STREET.

Tel. No. 264.

HONGKONG, 16th May, 1911.

[110]

MODERN APPLIANCES for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

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LIKIN.

The everlasting question of likin has recently been occupying the attention of the Shanghai Chamber of Commerce, which has collected a very large amount of information on the subject and proposes to bring this information, together with various suggestions and recommendations, before the notice of the Government in order that changes in the collection may be made. The likin tax is quite a modern one, but it is so firmly established that it is difficult to get any changes made in the mode of its collection or in any other particular, but the coming of the railways has made it absolutely essential that something should be done. At the present time the work of the railways is seriously handicapped by the likin charges. The railways do not object to the imposition of likin on the goods they carry, but they find fault with the inconvenient way in which the charge is collected and they also complain that goods carried by boat are allowed a rebate which enables the boat traffic to compete unfairly with that of the railways. In order to meet this difficulty, and also to remove other anomalies, the Chamber of Commerce is considering a scheme whereby the merchants shall offer a lump sum for each branch of business in lieu of the numerous petty levies made at the present time, this provision to apply equally to boat and rail traffic. This will at any rate put the two on an equal basis, but it remains to be seen whether it will commend itself to the likin authorities or not. In any case nothing but good can come from a free ventilation of the subject.—"The National Review."

COMMERCIAL.

EXCHANGE.

Selling.
London—Bank T.T. 1/9 9/10
Do. Demand 1/9 9/10
o. 4 months' sight 1/9 10/10
France—Bank T.T. 2/27
America—Bank T.T. 4/8
Germany—Bank T.T. 1/89
India T.T. 18 1/2
Do. Demand 18 1/2
Shanghai—Bank T.T. 7/4
Sang—Bank T.T. per H.K. \$100 77
Japan—Bank T.T. 8/8
Java—Bank T.T. 10/8
Buying.
months' sight L.C. 1/9 10/10
6 months' sight L.C. 1/10 11/10
80 days' sight San Fco & N. York 1/14
4 months' sight do. 4/6
80 days' sight Sydney & Mel-
bourne 1/10 13/10
1 months' sight France 2/32
6 months' sight do. 2/34
1 months' sight Germany 1/88
Bar Silver 2/4
Bank of England note 3 %
Sovereign \$11

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

Post-n.s. Taishan with the Siberian Mail is due to arrive here on Sunday, the 2nd proximo.

A Mail will close for:—
Swatow Amoy and Foochow—Per
Haiching, 30th June, 10
A.M.
Shanghai, Koko and Moji—Per G.
Apear, 30th June, 10 A.M.
Keelung, Shanghai, Nagasaki, Kubo,
Shimoda, Yokohama, Honolulu and San Francisco.—Per
Chiyo-maru, 30th June, 11
A.M.
Macao—Per Sui Tai, 30th June, 11
P.M.

Manila, Cebu and Illoilo—Per Zafiro,
30th June, 8 P.M.
Swatow, Chofo and Tsin-tsin—Per
Choongshing, 30th June, 3
P.M.
Swatow, Tsin-tsin, Wei-hai-wei, Chofo,
and Newchwang—Per Nan-
chang, 30th June, 8 P.M.
Swatow and Singapore—Per Hsinburi,
30th June, 5 P.M.

Singapore, Ponang and Calcutta—Per
Laisang, 1st July, 11 A.M.
Manila, Cebu and Illoilo—Per Loong-
sang, 1st July, 1 P.M.
Macao—Per Sui Tai, 1st July, 1.15
P.M.

Shanghai, Nagasaki, Kobe, Yoko-
hama, Victoria and Vancouver
(B.C.) (Siberian Mail to
Europe)—Per Empress of
India, 1st July, 5 P.M.

Shanghai—Per Chinhuia, 1st July, 5
P.M.
Swatow, Amoy and Foochow—Per
Haiming, 2nd July, 9 A.M.
Haiping—Per Sungking, 2nd July,
9 A.M.

Macao—Per Sui Tai, 3rd June, 1.15
P.M.
Kobe and Yokohama—Per Kumano-
maru, 4th July, 10 A.M.
Europe, &c., India via Tuitcorin—
Per Ernest Simons, 4th
July, 11 A.M.

Manila, Cebu and Illoilo—Per Tean,
4th July, 1 P.M.
Batavia, Cheribon, Samarang, Sourabaya
and Macassar—Per Tjilatjap
5th July, 11 A.M.

Shanghai—Per Anhui, 6th July, 3
P.M.
Swatow, Amoy and Foochow—Per
Haitan, 7th July, 10 A.M.
Manila, Cebu, Illoilo, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane, Sydney, H. I.,
Lancaster, No. Zealand, Dunedin, Melbourne, Adelaide, Perth and
Fremantle—Per N. k. maru,
7th July, 11 A.M.

Thursday Island, Cooktown, Cairns,
Townsville, Brisbane, Sydney, H. I.,
Lancaster, No. Zealand, Dunedin, Melbourne, Adelaide, Perth and
Fremantle—Per Euston, 8th
July, 10 A.M.

Europe, &c., India via Tuitcorin—
Per Delta 8th July, 11 A.M.
Manila, Cebu and Illoilo—Per Yuan-
sang, 8th July, 1 P.M.

Tientsin—Per Hutchison, 8th July, 8
P.M.
Manila, Cebu and Illoilo—Per Rubi,
10th July, 8 P.M.

Manila, Cebu and Illoilo—Per Kaifong,
11th July, 8 P.M.
Europe, &c., India via Tuitcorin—
Per Yorok, 12th July, 11 A.M.

Manila, Cebu, Illoilo, Yap, Augus,
Friedrich Wilhelmshafen, Bremen, Herkulesche, Ma-
tapi, Brisbane, Sydney, Hobart, Launceston, New
Zealand, Dunedin, Melbourne, Adel-
elaide, Perth and Fremantle—
Per Rizal, 12th July, 11 A.M.

Manila, Cebu and Illoilo—Per Rubi,
10th July, 8 P.M.
Manila, Cebu and Illoilo—Per Kaifong,
11th July, 8 P.M.
Europe, &c., India via Tuitcorin—
Arrived at Home—2nd June—Kin-
tuck, Fins, Ludwigs, 6th June—Ghia-
pe, 9th June—Jure—Sengambie,
Tourane, 10th June—Idome six,
Patrope's, W. & F., 16th June—Aki
Maru, 20th June—Glamorgan, 24th
June, Gen.—S. T. & Co.

SHIPPING NEWS.

MAIL DUE.

Pacific (Mongolia) 7th prox.
The M. & Co.'s s.s. Bucklow which
left here on the 1st inst., 10 a.m.
arrived at Gonos on the 28th inst.,
5 a.m.

ARRIVALS.

Phoum Ponh, Br. s.s., 1,065, C. E.
Pago, 28th June—Saigon
2nd Rio and Gen.—Wo-
Fat Sing.
Chinhua, Br. s.s., 1,349, Benson, 29th
June—Shanghai 25th June
Gen.—B. & S.
Derawongse, Gur. s.s., 1,063, E.
Gathemann, 29th June—
Bangkok 20th June, Rio
and Meal—B. & S.
Eclipse, Br. 4-masted Barque, 2,096,
White, 29th June—Canton
28th June, Ballast—Stan-
dard Oil Co.
Ceylon, Br. s.s., 2,637, A. E. A.
Bakr, 29th June—Yoko-
hama, 15th June, Silk and
Tea—P. & O. S. N. Co.
Daiji Maru, Jap. s.s., 816, H.
Murayami, 29th June—
Swatow 24th June, Gen.—
O. F. K.
Sangkien, Br. s.s., 987, Muithins,
29th June—Haiphong 27th
June, Gen.—B. & S.
Childar, Br. s.s., 1,102, H. Nicolson,
29th June—Bangkok 21st
and Swatow 24th June, Gen.—
T. & Co.

CLEARANCES AT THE HAR-
BOUR OFFICE.

Sushu-maru for Swatow.
Choyang, for Swatow.
Hongkong, for H. shou.
Chinhua, for Canton.
Phranang, for Hoihow.
Linan, for Shanghai.
Hanyang, for Canton.
Landent Schiffs, for Bangkok.
Gregory Apear, for Shanghai.
Ceylon, for Sing-pore.
Trocas, for Tarakan.

DEPARTED.

June 20.
P. E. Fried Ich, for Singapo.
Soshu-maru for Anping.
Chofo and Tsin-tsin—Per
Choongshing, 30th June, 3
P.M.
Swatow, Tsin-tsin, Wei-hai-wei, Chofo,
and Newchwang—Per Nan-
chang, 30th June, 8 P.M.
Swatow and Singapore—Per Hsinburi,
30th June, 5 P.M.

PASSENGERS ARRIVED.

Per Olhalus, arrived 23th June,
from Shanghai:—
Massey, Miss No. 1, Dr.
McKenzie, Capt. Pitt
Per Ceylon, arrived 23th Jun.,
from Yokohama:—
Monks, H. Walko, P.

PASSENGERS DEPARTED.

Per Prin: Etel Friedrich, sail'd on
29th June, for Singapore, &c.:—
Abraham, J.M. Madea
Ang, A. Ng King Yang
Bul, r. J. H. Nekkelson
Beck, Mrs. Nadel, M.
Clio Shan Shang Nanen, J.
Ching Coo Parker, R. H.
Cameron, J. Smith, A. Findlay
Doo Sovi Kang Stall, V. de
Duyal, U. Schaech, Mrs. &
Griffith, T. E. Mrs. M. H.
Gill, W. H. Schmitz, B.
Holz, Van Tee Chak Hiu
Ho Kye Cheong To Tack
Ho Chenzong Tan Tuan Loo
Ho On Fook Tang Kwan, Mr.
Kwang Lai Son Vorous
Ko'm Wong Yew Hing
Lo Sun Chuen Woo Tew Kong
Lo, Fal Tung Wallace, H. H.
Minell, Mr. and Wocke, A. M.
Mrs. C. J. Ye Choy Leang
Meyer, J. G. Young Sam

SHIPS PASSED THE CANAL.

2nd June—Bellerophon, Benclenoh,
Benlrig, Duncallion, Kabing, Palm,
Patroclus, Saxonia, Syria, Tourane,
Indrudes, 6th June—Cardig anbire,
Liburi, Nippon, Patroclus, Villa de la
Cotal, 9th June—Aki Maru, Ira-
dravani, Kanagawa, Maru, Pro-
metheus, 18th June—Baron Ardross-
ton, Menmon, Montrose, 10th June—
Australia, Katuna, Nore, Silesia,
Tolmon, Wray Castle, 20th June—
Agamemnon, Australasia, Benlawers
Lutzw, Peris, Sicilia, Baron
Driesen, 27th June—Ambris, Ar-
mand, Mr. and Bitchie, Mr. and
Mrs. W. H. Mrs.
Grant-Smith, E. Sibley, Lieut. and
Grant-Smith, Mrs. Mrs. G.
Hancock, Lieut. & Smith, Mr. and
Mrs. B. L. Mrs. Morton
King, Mr. & Mrs. Sutton, Mr. and
W. Mrs. F.
Mckenzie, A. Wolfson, C. J.

CRAGGIBURN.

Dunlop, A. Mondyk, A. O.
Gaskell, Mr. and Bitchie, Mr. and
Mrs. W. H. Mrs.
Grant-Smith, E. Sibley, Lieut. and
Grant-Smith, Mrs. Mrs. G.
Hancock, Lieut. & Smith, Mr. and
Mrs. B. L. Mrs. Morton
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W. Mrs. F.
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THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

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SHEWAN, TOME'S & CO.

General Managers.

Hongkong, 19th March, 1911. [41]

Hotels.

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FIRST CLASS AND UP-TO-DATE.

J. H. TAGGART,
Manager. [25]

Hongkong, 20th April, 1911.

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Telephone 197.

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F. REICHMANN, Proprietor.

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Admission 25 cents.

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9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing
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W. GALLAGHER,
Manager. [25]

Hongkong, 18th April, 1911.

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Beeley, H. L. Nelson, P. R.

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Brodvad, A. Mrs.

Brown, J. Petit, M. C.

Capillary Quide, J.

Cohen, A. Ragondot, P. L.

Costello, D. F. X. Rondon, L.

Ewers, L. P. Rosenstock, Mrs.

Gagnon, A. E. Rosenstock, Miss

Gazon, F. D. Ross, Jno.

Gourgey, M. Schmedding, J.

Hanitzsch, F. Schroder, W.

Hare, Mr. & Mrs. Shearer,
R. F. Mrs. M. E.

Humble, H. A. Sizer, P. K.

Humer, S. F. Smith, J.

Johnston, R. A. Sprinkle, W.